New-York Daily Times.

NEW-YORK, FRIDAY, AUGUST 31, 1855. PRICE TWO CENTS.

New-York Daily Times.

THE CATASTROPHE.

FURTHER FROM BURLINGTON.

FULL DETAILS.

SCENE OF THE DISASTER.

CORONER'S INVESTIGATION.

Highly Important Testimony.

DR. HEINEKEN ON THE WITNESS' STAND.

Statement of Hon. Wm. B. Maclay and Others.

Twenty-Three Persons Killed.

SIXTY-FIVE WOUNDED.

Interesting Incidents.

At an early hour yesterday morning, special Reporters of the DAILY TIMES were dispatched to the scene of the recent disaster on the Camden and Amboy Railroad, near Burlington, New-Jersey, and we devote a large space in this morning's issue to a detailed statement of the scenes there witnessed, and evidence of the investigations which have been instituted before a Coroner's Jury.

The circumstances attending the accident are undoubtedly of the same character as stated in our account of yesterday. They are given in detail below, revised and corrected in some unimportant particulars.

The extent of the disaster was not exaggerated. In no similar case of railroad accident has a loss of life so extensive occurred, since the memorable event at Westville. We have authentic information of the death of twenty-three persons, and a list of wounded of sixty-five persons is said to be appended.

Pending the Coroner's investigation, we refrain from reporting the statements upon the conduct of the parties concerned, and give place to the following record of the facts.

Visit to the Scene of the Disaster.

One of our reporters visited the scene of the disaster immediately upon arriving at Burlington. So much time having intervened since the occurrence of the terrible casualty which resulted so disastrously in the loss of human life, the external evidences of the catastrophe, as might be supposed, had to a great measure been removed. The bodies of the dead and wounded were not there—the frantic excitement had thrown of a few hours previous had passed away—the senior part, indeed, of the shattered wreck of cars had been taken away; but, notwithstanding that, there were still apparent palpable proofs of the direful Railroad accident that has fallen to the painful duty of the press to chronicle since the well remembered Norwalk disaster. Portions of the cars remained scattered in indiscriminate fragments for rods about the scene of the accident. The embankments on either side remained marks of mud thrown up by the cars in their rapid, plunge from their road bed upon the ground below, and in places to and among the ruins were pools of standing water. A few targeted about the ground, the remaining wheels and four, with locks of wondering curiosity upon their countenances, and evident despair upon the faces of mortal enjoyment, while here and there are scattered some articles of the fair sex.

The place of the accident, as stated in our previous report, is half a mile east of the city of Burlington, on the Camden and Amboy Railroad. The facts connected with the running of the 10 o'clock train from Philadelphia from Burlington at 10 minutes to 11 o'clock, the time of the accident, are as follows:

Dr. HEINEKEN said:

I was driving to Burlington for the purpose of crossing to Bristol, but went through Florence to visit some patients in that town. I was returning from the river road into the Bordentown road by a side road, which crosses the railroad at the place where the accident occurred. I heard no whistle—no notice of any train. I saw no train pass—and on looking both up and down the railroad saw no train.

I drove on to the railroad, but on arriving close to the railroad I heard a rustling noise of cars moving; I immediately reined up, but the motion was so rapid that the horses only halted on the rails; the train was positively moving at the rate of thirty miles per hour; I was driving at about ten miles an hour; the cars struck and killed the horses, broke and upset the carriage containing my wife, her father, THOS. ASTHIN, Esq., his wife, my child and myself; I was thrown out on to the ground; I bear the mark of the concussion on my shoulder; my family were only slightly injured.

I ascribe the unfortunate accident to the engineer not ringing the bell nor giving any alarm, but hooking the train at the almost destructive rate of thirty miles an hour. [An act of the Legislature fixes the maximum rate of speed through the borough of Burlington, which extends to where the accident occurred, at six miles per hour.]

I have been cautious from a preceding accident—a wagon containing several members of my family having been broken during my absence, by the fright of the horse, a few years ago. I am an Elder of Dr. MILLER'S Presbyterian Church, at Columbus, where I have been practising medicine for the last thirty-two years.

Statement of Hon. Wm. B. Maclay.

Hon. WM. B. MACLAY, ex-member of Congress from New-York, was among the injured. He was in the second passenger car. He states, the first intimation he had of anything unusual was, that he noticed the train was backing towards Burlington; previously he heard the engine of the train he was in whistle, but was not aware of any whistle from any other train. It occurred to his mind that something must be out of the way, and he got up from his seat and looked out to see if he could discover the cause of the retrograde movement; immediately he heard a whistle and a reply, and saw that a train was on the track before them. *This explains the cause of the train backing.* The case of a collision he had not dreamt of, nor did he believe one passenger in ten had the slightest consciousness of the danger that had menaced their personal safety; no indication, so far as he was aware, had been previously made to the passengers of the near arrival of the train due from New York; there certainly was apparent no ground of alarm; he jumped up himself more from idle curiosity than any feeling of trepidation; he got up a second time, and had hardly stepped into the middle of the aisle when he felt a jar, followed with an instantaneous bursting and running, and clashing of something about him. He was not the work of an instant. He remembers feeling his watch-guard catch hold of something, which by the way, is the last he has seen of it, when he found himself jammed underneath the car, a terribly intumescent weight pressing upon his chest, and his legs and arms so closely pinioned it was an utter impossibility to move either of them. One of his eyes had received a cut; as to say, however, the parts of a car we were nearly in contact with the ground, but did not attempt to extricate himself, for fear the position of a car we were nearly in contact with the ground, but did not attempt to extricate himself, for fear the position of

Shows the Accident Occurred.

The train of cars which left Philadelphia at ten o'clock, consisting of five passenger cars, baggage car and locomotive, had reached Burlington just before eleven o'clock. At time stopped, waiting for the arrival of the night o'clock New-York train from Jersey City, which passes at this place. After waiting for from five to ten minutes, and the New-York train not appearing, the Philadelphia train moved forward slowly, expecting for the appearance of the downward train. It had gone forward about three miles, when the New-York train came in sight. The officials for the broken down train, and the Philadelphia train soon got under way, and the latter train moved forward at this reverse movement, when, at the moment, the engineer being with [illegible] of passing had put the advantage of what was thought of the backward going train. The [illegible] a mile from Burlington, when the first passenger car came in contact with a light pleasure [illegible] by Dr. HEINEKEN, of Columbus, N. J., [illegible] in front of the cars.

[illegible] Dr. HEINEKEN, his children. The doctor [illegible] was driving down the road from the first passenger car [illegible], just as they were [illegible] instantly, and threw [illegible] of the train, about ten [illegible] the engine was [illegible] being injured, except [illegible] car, (A.) after striking [illegible] (B.) was thrown [illegible] across the track. The [illegible] (C.) [illegible] and [illegible] the [illegible] the track. The [illegible] (D.) [illegible] and [illegible] (E.) [illegible] and [illegible] (F.) [illegible] and [illegible] (G.) [illegible] and [illegible] (H.) [illegible] and [illegible] (I.) [illegible] and [illegible] (J.) [illegible] and [illegible] (K.) [illegible] and [illegible] (L.) [illegible] and [illegible] (M.) [illegible] and [illegible] (N.) [illegible] and [illegible] (O.) [illegible] and [illegible] (P.) [illegible] and [illegible] (Q.) [illegible] and [illegible] (R.) [illegible] and [illegible] (S.) [illegible] and [illegible] (T.) [illegible] and [illegible] (U.) [illegible] and [illegible] (V.) [illegible] and [illegible] (W.) [illegible] and [illegible] (X.) [illegible] and [illegible] (Y.) [illegible] and [illegible] (Z.) [illegible] and [illegible]

INCIDENTS.

A child, five or six years of age, giving his name as JOHN HOGAN, was picked up among the ruins unhurt. He says he has lost his mate, whose name he gives as FRENCH, or FRENCH, and with whom he was traveling to New-York. The uncle has not appeared to the boy since the catastrophe. The child knows nothing whatever about his parents or other relations, except this uncle. He is rather genteelly dressed, in light pants, black velvet jacket, and a pair of new boots, which latter article of apparel he says was purchased for him by his uncle the day before they started for New-York. The boy has been charitably taken care of by Mrs. BRICK, No. 71 St. Mary-street, Burlington, where his friends may find and reclaim him.

The body of JACOB HOWARD, of Lebanon, Tenn., was recognized by his sister, Mrs. W. DRAKE. This lady resides at the East, and came to this City to see her brother, when she received tidings of their calamity, and went immediately to Burlington. We learn, also, that upon receipt of the intelligence of the death of Mr. HOWARD, the mercantile firm of HENRY, SMITH & TOWNSEND, of this City, of which house Mr. H. was an old employee, appointed one of the young gentlemen in their establishment, Mr. J. B. STRELE, to go on to Burlington and take charge of the remains. The body, however, was taken in charge by the Masons, and the funds found upon it, amounting to $3,000, was placed on deposit in the Manhattan Bank, of Burlington. Mr. HOWARD was on his way to this City from his residence in Tennessee, for the purpose of purchasing his customary supply of Fall goods.

The following is the letter authorizing Mr. STRELE to take in charge the body of Mr. HOWARD:

MR. SOUTHWAY OR MR. HUNTSMAN—Dear Sir: We observe among the list of killed by the accident on the Camden and Amboy Railroad, the name of JACOB HOWARD, an old friend and customer of ours, house for whom we have letters. We desire to depute as some person also to the scene of the accident, to take charge of his remains, and shall feel obliged if you will give the bearer, Mr. J. B. STRELE, such a letter as will enable him without difficulty to obtain the remains and make the necessary arrangements for his proper interment. Yours, very respectfully,

HENRY, SMITH & TOWNSEND.

NEW-YORK, Aug. 30, 1855.

KILLED.

1. D. T. MAYNOR.
2. THOMAS J. MONNETTE, of Baltimore, Md.
3. EDWARD M. GREEN.
4. Mr. ——— RIDGWAY, Philadelphia.
5. Mrs. C. H. HASBROUCK, Brunswick, N. J., (wife of CLEMENT C. HASBROUCK.)
6. JACOB HOWARD, Lebanon, Tenn.
7. HENRY REED, Georgetown College, D. C.
8. EDWARD C. BACON, Philadelphia.
9. WILLIAM KNOX, Philadelphia.
10. ALEXANDER KELLEY, Philadelphia.
11. Rev. JOHN M. CROWELL, Washington.
12. JOHN DALLEY, Baltimore, Md.
13. CATHARINE BROWN, Philadelphia.
14. Baron DE ST. ARNAUD, French Consul at Philadelphia.
15. Mrs. MARGARET PRESCOTT, widow of Rev. G. PRESCOTT, Salem, N. J.
16. Capt. WILLIAM BOICE, U. S. Coast Survey.
17. GEORGE W. RIDGEWAY, Philadelphia.
18. Miss LINCOLN, Ellicott's Mills, Md.
19. WILLIAM INGERSOLL, died in Bordentown.
20. EMILY BOICE, daughter of Capt. BOICE.
21. One known unrecognized. (Mr. MILLS, of Bridgeport, says that a Mr. HUNTSBERG, of Peoria, Ill., was killed by his side, and that the back part of his head was taken off, which corresponds with the wound upon the corpse.) There is a scar on the back of the right hand. The body is preserved in ice.
22. CHARLES H. BATSON.
23. HUGHES P. JARVIS, of Newark, Delaware.

This ENDS the catalogue of deaths in the cases as reported yesterday—viz.: TWENTY-THREE. The first accounts appear to have come with extraordinary accuracy—the casualties in each cases being usually much exaggerated. Miss BATSON'S name, placed yesterday in the list of the killed, is to-day transferred to that of the wounded. She lies at the house of Mrs. LARDNER in Burlington, very badly hurt. Her husband was killed.

INJURED.

1. WM. B. MACLAY, of New-York, formerly Member of Congress from this City—scalp wound, and breast injured. He is at the City Hotel, and is carefully attended by Dr. MCELWAY, of Bordentown.
2. Mrs. LEEDS, of Philadelphia—flesh wounds in the left leg.
3. CAROLINE PRINGLE, of New-York. At GEORGE M. KENDRICK'S, Union-street, above York.
4. JOHN F. GILLESPIE, residing near Natchez, Miss.—compound fracture of the fore arm.
5. Mrs. JOHN F. GILLESPIE, wife of the above—left leg injured.
6. RICHARD TAYLOR, coal merchant, New-York—injured in both arms; eye lacerated.
7. CHARLES DICKERT, of Richmond District, Philadelphia—severely injured on the shoulder and in both legs; injured internally; back broke. At Mrs. REID'S, Main-street, below Broad-street.

8 and 9. Mrs. L. A. PHILLIPS, wife of L. A. PHILLIPS, customer, No. 77 Chatham-street, New-York, and child, (a little girl five years of age.) Mrs. PHILLIPS had an eye lacerated and back bruised. The child has a slight contusion of one eye.

10. HOWARD A. HOUSES, Truro, Mass.—fracture of the fore-arm; one upper eyelid injured. At the City Hotel.

11. JOHN PUGH, St. Clair County, Penn.—compound fracture of right leg.

12. DENNIS C. KANE, Georgetown College, D. C.—fracture of right leg; one eye lacerated.

13. DANIEL SOURBECK, Alliance, Ohio—scalp wound.

14. Mrs. LINCOLN PHELPS, Principal Patapsco Academy, Ellicott's Mills, Md.—left leg badly bruised.

15. Miss MYRA PHELPS—bruised in the abdomen.

16. CAROLINE HYMEN, (servant to Mrs. PHELPS,)—feet injured and laceration of the fingers.

17. Mrs. BOICE, Washington, D. C.—contusion of the head; spine injured. At Mrs. LARDNER'S, Main-street.

18. Mr. WINKERT, New-Hope, N. J.—contusion of the head.

19. Son of Capt. BOICE—one leg injured, and body bruised.

20. LEWIS LEICHENSTEIN, Richmond, Va.—wound in shoulder.

21. Surgeon WILLIAM WHELAN, Chief of Bureau of Medicine and Surgery, Washington—thigh wounded and spine injured. At Mr. GARDNER GASKILL'S, Main-street, Burlington.

22. DANIEL HAYWARD, Charleston, S. C.—shoulder dislocated and fore-arm fractured. At Dr. TRIMBLE'S, Main-street.

23. Mrs. HULSEMAN, New-York City, fracture of arm; severe flesh wound in fore-arm; flesh wound in right eye.

24. LEWIS A. LUNARD, Montgomery County, Penn., chest seriously injured.

25. JOHN KELLY, Pittsburg, Penn., injured in head and spine. At JACOB LAUMASTER'S, York-street, above Broad.

26. THOMAS PINNEY, Philadelphia, collar-bone fractured; head and spine injured. At Mrs. DAVIS', Stacy-street.

27. JAMES M. PATTEN, Philadelphia, both legs fractured. At S. W. STOCKTON'S, Union-street.

28. Mrs. CAROLINE PRINGLE, New-York City, injured in head and spine; ribs broken.

29. Judge REEVES, Chillicothe, Ohio, contusion of the chest; right shoulder severely bruised; face injured; long and deep flesh wound in calf of right leg.

30. Mrs. CORNELIA D. LYONS and child, Jamaica, L. I. Mrs. LYONS has a flesh wound in the right leg, and a bruise and contusion of the chest. The child is badly bruised in the right knee. At E. HOWELL'S, Broad-street, above York.

31. BENJAMIN K. MILLS, of Bridgeport, Ct.—generally bruised, and skin torn and abraded. Recovered sufficiently to proceed homeward same day, and passed through this City yesterday.

32. OTIS FISK, of Middletown, Conn.—toes of right foot torn off, calf of left leg badly injured, scalp considerably cut. Recovery doubtful. Is attended by Dr. PIERON, at CALEB E. SMITH'S, Main-st.

33. ISAAC M. RAY, Haddonfield, N. J.—both legs broken above the knee. Attended by the same physician.

34. Commodore JOSEPH SMITH, U. S. N., Chief of Bureau Yards and Docks, Navy Department, Washington, D. C.—Cut about the head. His son, attached to the Coast Survey, left this City yesterday for Burlington.

35. Mrs. SMITH, wife of the above—Contusions on the head.

36. Lawyer MASSIN, at Rev. Mr. BEASH'S, corner Broad and Lawrence streets, Burlington.

37. HENRY BENNETT, of Natchez, Miss., at MARSHALL SMITH'S, Main-street, Burlington.

38. Miss BOYCE, at Mrs. LARDNER'S, Main-street.

39. Mr. PUNJAB, a Spanish gentleman, at Captain ENGLISH', West Broad-street.

40. W. H. NEWBOLD, of Philadelphia, at Mr. ARNETT'S, West Broad-street.

41. Miss NEWBOLD, daughter of the above, at the same place.

42. Mrs. ANNE KING, of Charleston, S. C., ribs fractured; back and spine injured; at Mimms DEACON'S, corner Broad and Wood streets.

43. SAMUEL LAMEN, of Canton, Ohio.

44. GEO. F. HARLAN, Cecil County, Md., at Dr. H. HAZLEHURST'S, Post-Office.

[A number of the slightly wounded have left Burlington, viz.:]

45. Mr. LITTLE, of Pittsburg, came to New-York.

46. BENJAMIN K. MILLS, of Bridgeport, Conn., has gone home.

47. Mr. KAY, of Haddonfield, although pretty seriously injured, was taken home.

48. Mr. LARNARD has gone home.

[A large number of Philadelphians, more or less seriously injured, were taken at once to Philadelphia via...]

49. Mr. Charles Oldenburg, residing in North Third-street, Philadelphia, had his collar bone broken, and was otherwise seriously injured. He will recover.

50. Mr. Peter Henry, residing at Conshohocken, Pa. He was badly injured about the face and side. His arms are also much bruised. He was conveyed to Mr. Jos. Walt's, on Main-street.

51. Mrs. Elizabeth W. Saunders, resides at Wilmington, Del. She is slightly bruised about the back, and will recover. She was cared for by Mrs. Elizabeth B. Clemmons.

52. Thomas Hargis, an importer and dealer in toys, and a resident of Ninth-street, Philadelphia, slightly injured about the head and back.

53. J. McKeever, from Ohio, is very badly hurt.

54. Mr. Wm. W. Cornman, residing in Spruce-street, in Philadelphia, received several severe bruises.

55. Mr. James C. Wiegand, merchant and miller of Philadelphia, was also badly injured.

56. Wm. H. Reynold, merchant, of Philadelphia, was seriously injured.

57. Mr. Fenton had one of his collar bones broken and was also severely bruised about the body.

58. Rev. Mr. J. Parvin, of Pleasant Mount, is severely bruised about the legs. He was conveyed to Bishop DOANE'S residence, at Riverside, Burlington, and received every attention at the hands of his family.

59. Dr. Andrew Foster, of Harrisburg, Pa., dislocated his collar joint. Not seriously injured. He dressed his own wounds, and then assisted to dress the wounds of others.

60. Mr. John Kelly, Agent of the Ohio and Pennsylvania Railroad Company, is badly injured, but not fatally. He is on and transport over the entire body.

61. Mr. Wm. Clark, of Delaware County, Penn., was much bruised, but had no bones broken.

62. Mickey Richardson, aged 20, was also injured. He was very badly bruised. His injuries are not of a very serious character.

63. Thomas Richardson, aged 50 years, the agent of Messrs. Parkinson & Co.'s Periodical Agency in Philadelphia, had both of his legs broken. He was at once taken to Philadelphia and conveyed to his residence. His injuries were injured most fearfully about the body.

64. M. LE BOUTILLIER, of BOUTILLIER Bros., of Philadelphia, was dreadfully cut and bruised.

65. Mr. Reuben Franklin, of Montgomery, was shockingly injured about the head and face.

CORONER'S INVESTIGATION.

Upon receiving information of the accident, Justice EARL, of Burlington, issued a summons for the empanelment of a Jury of Inquest.

THE JURY.

The following are the names of the Coroner's Jury empanelled:

1. John Rodgers,	11. Amos Rankin,
2. Wm. A. Rogers,	12. Lewis Rutherwell,
3. Elisha Boldin,	13. Edward Yonge,
4. Wardrop J. Hall,	14. Daniel Fuhlenburg,
5. Seth Thomas,	15. Budd Sterling,
6. Hamilton McDowell,	16. Samuel Rubin,
7. Frederick Bainbridge,	17. Lewis C. Lewis,
8. John Lenelere,	18. John Mitchell,
9. Wm. W. Miller,	19. Richard A. Woodman.
10. Robt. T. Willis.	

The prosecution is conducted by C. G. CARMAN, Esq., Prosecuting Officer of Burlington County.

The Jury were empanelled on Wednesday evening, and proceeded at an early hour yesterday morning to view the bodies of the dead, lying in different private houses in the city.

In this labor they were still engaged when our Special Reporters arrived at 10 o'clock yesterday morning. At a few minutes before 11 o'clock, the acting Coroner reassembled the Jury in the large Lyceum Hall, on Main-street.

THE TESTIMONY.

The testimony first taken was in relation to the identity the body of Jacob Howard, of Lebanon, Tenn.

Joseph Wright and *John A. Rutherford* deposed that, to the best of their knowledge and belief, the body supposed to have been that of Mr. Howard was in reality his. Mr. Rutherford's testimony was as follows:

John A. Rutherford, sworn.—I knew JACOB HOWARD; saw him yesterday morning; have seen a body, the same kind he had on the night before he left; I believe it to be the same hat; I have seen the body supposed to be his, but I cannot say that I recognize it; I have seen a picture; it is exactly like one Mr. Howard had.

The Jury discovered themselves satisfied that the body was that of JACOB HOWARD, and proceeded to the accordingly given for its removal.

Thomas Lee identified the bodies of Captain ENGLISH and Miss BOICE.

It was suggested by a Juror that the witnesses who were from a distance be examined first, as many of them were anxious to leave town.

THE TESTIMONY OF MRS. COOK.

Mrs. Mary Cook, (near whose residence the accident of Wednesday occurred,) was sworn: I reside in the city of Burlington, on the corner of the Camden and Amboy Road and the Nook Road; the Nook Road is the River Road; I was at home yesterday, the 30th; I saw the cars run off the track; I was standing at the side door; I saw a carriage coming; *the curtains of the carriage were all closed*, and I put up both hands and *hallooed with all my might*; (witness wept at the recollection of the scene,) I hallooed "For God's sake stop!" (witness wept more,) I hallooed to the carriage, but did not know who was in it; I didn't care who was in it.

Q.—Why did you hallloo? A.—Because I saw the cars coming.

Q.—How were the cars coming, forwards or backwards? A.—They were coming down; but I was so scared I couldn't tell anything about them.

Q.—After you hallooed what took place? A.—When I got to the front door I saw the pieces of the carriage flying, but the horses were gone and the cars were gone; I went to help some ladies out of the carriage.

Q.—Whose carriage was that? A.—Dr. Heinaken's, of Columbus, (a town in Burlington County.)

Q.—Did you see how far the carriage was from the railroad when you called upon it to stop? A.—I can't tell, Sir.

Q.—Look at this room, and tell how far you think it was? A.—It was further than the length of this room, (about 100 feet.)

Q.—Was the carriage driven fast? A.—Yes, Sir; as if they were in a hurry to cross the track.

Q.—Did you hear the whistle blow? A.—No, Sir; I heard only the noise of the cars, and knew they were coming; when I first saw the cars they were the length of a telegraph pole and a half off; I thought it was an extra train; it was going pretty fast, and that was what made me holloo; I knew the Engineer of the train; he was very good about stopping; I have known him almost to stop for a cow on the track; the 11 o'clock train was following close after this one, and about a quarter of a mile distant.

By a Juror—Did you notice whether the other train was coming fast? A.—I didn't see whether it was or not.

Q.—Do the engines generally whistle when coming to this cross-road? A.—I have never known a train to pass the road without ringing the bell or blowing the whistle.

TESTIMONY OF MR. ASTHIN.

Thomas E. Asthin (who was in the carriage with Dr. Heinaken) affirmed—I reside in New-Egypt, Ocean County, New-Jersey; I was present at the scene of the disaster yesterday.

Q.—State what you know in relation to it? A.—Dr. Heinaken and myself were in a carriage; we were coming from Florence (a few miles below Burlington); we hurried along; we wanted to cross the river; just before we got to the Railroad Dr. Heinaken observed that we were all in good time to clear the cars; looked at his watch and said there was nothing in the way; we drew near the Railroad; and that did we hear a noise, but in a few minutes I discovered the cars were coming.

Q.—How near were you to the Railroad when you saw the cars? A.—We were then about not more than 25 feet; the horses were going at a terrific rate; the Doctor jerked the horses up; I was sitting on the front seat with my grand-daughter in my lap by the side of the Doctor; the side curtains of the carriage were up and the back curtains were down; we were within 25 feet of the cars when we discovered them.

Q.—You did not look for the cars till you were close upon the track? A.—No, not *until we were within twenty-five feet of the track*; the Doctor then jerked the horses up, but to no effect; save us.

Q.—Where was the Doctor jerked up the horses, what then? A.—They jumped forward.

Q.—Well, what then? A.—The next thing I saw was their feet upon the track.

Q.—You say you were sitting upon the front seat; could you have seen the cars from the carriage where you sat? A.—I think not; there was a considerable cloud which obscured our sight; we didn't hear them until we were so near that we could not have extricated; I was a good deal hurt; the carriage was all smashed.

By a Juror—Did you see Mrs. Cook at the door of her house, conversing? A.—Was all after the accident happened.

By a Juror—Did you hear the cars passing up or run along the river road? A.—I did not; on the river road they cannot be observed.

Q.—Have you traveled that road before? A.—Never since the Railroad was constructed.

Q.—You know you were approaching the track, did you not?

(Witness did not understand.)

Q.—Did not the Doctor say (but you were nearing the railroad track? A.—Yes.

Q.—How fast were you driving? A.—We were driving at the rate of seven or eight miles an hour.

Q.—How many persons were in that carriage? A.—Four of us beside my granddaughter—Mrs. Asthin (my wife,) Mrs. Heinaken, Dr. Heinaken and myself, with my grandchild.

Q.—Squire, have you ridden frequently with Dr. Heinaken? A.—Only a few times.

Q.—Is there anything peculiar about his mode of driving? A.—I don't know anything about it; he appeared to be cautious in driving.

DR. HEINAKEN'S TESTIMONY.

John F. D Heinaken, M. D., (whose carriage encountered the catastrophe,) was sellamed.

Q.—Where do you live, Doctor? A.—I reside in Columbus, Burlington County; my profession is a physician.

Q.—Were you in the region of the railroad accident yesterday? A.—Yes, Sir.

Q.—Well, Sir, be kind enough to state what you know. A.—I drove around by Florence, to visit some patients on my way to Burlington; I turned on from the river road to cross the railroad, in order to get into the Bordentown road; *I heard no car whistle from the time I left the river till we were struck by the cars*; there was no noise of any car coming; I was very particular in looking both up and down the track of the railroad, to ascertain whether I could see any cars coming either way, but I could neither see nor hear any cars on the road; I remarked, a few minutes before we came to the railroad track, after looking at my watch, that we should be in time to clear the cars, as the time had elapsed for their passing; the first notice that I had of the cars approaching was a rumbling noise of a car moving along; I immediately drew the reins with all my force, but too late to prevent a collision; I did not see the cars, but only heard a rumbling; that apprised me of danger; the cars were coming with great rapidity; it was but a second before they struck the horses.

Q.—Was it a second? A.—I could not give any calculation of the distance; we were within ten or fifteen feet; as soon as I drew the horses up the cars struck.

By a Juror—Did you see Mrs. Cook? A.—I saw a woman there, and drove by, but I saw her make no motion.

Q.—Doctor, are you hard of hearing? A.—No, Sir, (emphatically,) my hearing is too good sometimes.

Q.—How fast were you driving at the time of the accident? A.—The horses were going pretty fast; as I pulled the reins, they were going at a rate of between eight and nine miles an hour; they were very fast horses; I couldn't stop their speed immediately; I held on, but their springing forward brought them on the track.

Q.—You say you heard rattling of the cars? A.—No, Sir.

Q.—Was there anything to prevent you from having a view of the cars at that point? A.—At English Cut there is a deep cut, so that you cannot see the cars, but you can generally hear them; it is probable the wind prevented me from hearing their approach; I heard rattling of the cars.

A Juror—There is no deep cut there.

A.—There were bushes between the Railroad and the road from the river; in driving, I am very careful; my carriage was broken some years ago on the Railroad, and since that time I have been very cautious; when I come near the Railroad, I locked up and down; I could

Q.—Was there any obstruction to your view after you got into the cross-road that runs from the Bordentown road to the river? A.—There are trees and bushes and corn fields, so that I could not see the track; and I heard no alarm and no whistle from the time we left the river until we were struck.

Q.—You were driving carefully, you say? A.—Yes, Sir; my wife is very timid, and I am always very careful in driving; the side curtains of my carriage were all up and did not obstruct the view; the back curtains were down.

Q.—You say, Doctor, there are corn-fields and bushes along the Road; where are those bushes? A.—Between the river road, as I approached the track I looked across, and up, and down, and saw Mr. Chas. Alcott and Mr. Hessel marching in a lot by the roadside; I was looking for the cars, but saw nothing of them.

[A diagram was here prepared for witness, who described the position of the trees, bushes, &c., which obstructed his view and prevented him from seeing anything on the Railroad.]

Witness continued.—When we were struck, the cars were backing down with moderate rapidity; some of the passengers in the cars say they were backing at the rate of 20 miles an hour; some say 15.

Q.—Now, Doctor, have you any idea how large this little triangular field by the roadside is? A.—I have not, Sir.

Q.—Were the persons you speak of moving in this triangular field? A.—Yes, Sir; they were mowing.

Q.—Are there any bushes in that triangular field that you know of? A.—I won't speak positively; I think there were some bushes.

[Two ladies were here called, who were sufferers to corroborate the testimony of Dr. Heinaken, without undergoing examination.]

ENGINEER'S TESTIMONY.

Israel Adams, sworn: I reside at New-Brunswick; my occupation is Engineer; I am employed by the Camden and Amboy Railroad Company; I have been in their employ eleven years.

Q.—Were you the Engineer of the 10 o'clock line up from Philadelphia, yesterday? A.—Yes, Sir.

Q.—Do you know anything about this accident; if so, state it. At what time did you arrive at Burlington? A.—At 10 minutes to 11.

Q.—What time did you leave Burlington Station? A.—9 minutes past 11.

Q.—What was the cause of your remaining at Burlington Station 19 minutes? A.—We had to wait for time.

Q.—What is your time for leaving Burlington Station by the time-table? A.—Eight minutes before 11.

Q.—Why did you wait 10 minutes beyond your time, yesterday? A.—Because the 8 o'clock and 9 o'clock line from New-York have the right of the road to Burlington for 10 minutes.

Q.—Was either train behind time yesterday? A.—The 8 o'clock train from New-York was behind time at Burlington.

Q.—How much behind time? A.—It was behind 10 minutes when we went on.

Q.—You went on up the road? A.—Yes, Sir.

Q.—Did you meet the 8 o'clock line from New-York, and where? A.—I met it close up to the switches; at Hammell's switch, I think it was.

Q.—How far from Burlington? A.—Two miles.

Q.—When you saw that train, what did you do? A.—I applied the brakes, and then stopped.

Q.—What do you mean by putting the brakes on; what is the signal? A.—Two blows of the whistle.

Q.—Then you gave two blows of the whistle? A.—Yes, Sir.

Q.—What then? A.—I gave three blows of the whistle to go back.

Q.—How far, at the time you gave the signal to back, was the night o'clock train from you? A.—It was over half a mile.

Q.—When you backed, for what station were you making? A.—For the Mount Holly Y.

Q.—What was the object of your getting to the Mount Holly turnout? A.—The other train was at the stake, and I was nowhere nigh it. They were assistant to the road.

Q.—What stake? A.—The last—very stake.

Q.—What is the grade from this point where you gave the signal to brake up to the Mount Holly turnout? A.—About 40 feet to the mile. It is a down grade coming this way, towards Burlington.

Q.—How fast were you going? A.—About 15 miles an hour.

Q.—How many cars were there attached to that train? A.—Eight.

Q.—Were they all passenger cars? A.—No.

Q.—Was there a mail car there? A.—Yes, Sir.

Q.—What was the baggage looking out on the other side of the night o'clock train; I was the locomotive.

Q.—Did you reverse the engine? A.—Not until the train was almost stopped; it did no good, for we were nigh stopped.

Examination resumed.—Engineer ADAMS'S testimony.

Emanuel Perry, engineer on the Philadelphia train from New-York, was the next witness sworn: Q.—Where do you reside? A.—In New-Brunswick.

Q.—What is your business? A.—Engineer.

Q.—By whom are you employed? A.—By the Camden and Amboy Railroad Company.

Q.—How long have you been employed by them? A.—About nine years.

Q.—Were you on either of the trains which came down New-York on Wednesday? A.—I came on the night o'clock train; I was the locomotive.

Q.—Did you reverse the use o'clock train down Burlington? A.—I did; about two miles east of Burlington.

Q.—Where you behind time? A.—Two about twenty minutes.

Q.—When you saw the 10 o'clock train coming to meet you, what did you do? A.—I stopped, or nearly so.

Q.—How far were you off when you noticed their coming? A.—About half a mile.

Q.—Did that train stop? A.—Yes.

Q.—What did the latter train then do? A.—It started back to Burlington.

Q.—What did you do? A.—Followed them on.

Q.—At what rate? A.—About 20 miles an hour.

Q.—What was the grade there? A.—Mostly level; that is, where the accident occurred.

Q.—How far from there was your train when they run off the track? A.—In the neighborhood of half a mile.

By a Juror—Were you both trains going at about the same speed? A.—Yes.

By the Coroner—Before meeting them did you blow your whistle? A.—Not before I saw the train coming, but I did immediately after.

Q.—How many times did you blow it? A.—Three for the breakman.

Q.—Did Adams blow his whistle? A.—I did; how is, he might have blown, and I not hear it.

Q.—Could you, from the platform where you stood, see the cars when they stopped? A.—No, Sir, on account of the dust.

Q.—After you heard and knew his train was coming to the other train, what became of your train? A.—We went back to Burlington.

Q.—How long after? A.—About half an hour.

Q.—By Juror. What time did you leave Burlington? A.—Ten minutes to 11.

Q.—At what rate was you running when you first saw the other train? A.—Thirty miles an hour.

Q.—What speed did you go when you reversed? A.—Thirty miles, or little less.

[Concluded on Eighth Page.]

New-York Monday Morning, August 21, 1854.

THE NORTH AT VARIANCE WITH THE SOUTH.

OPENING OF THE CONVENTION.

Highly Liberal Anti-Slavery Resolutions Unanimously Adopted.

Speech of Hon. Preston King.

Speech of Hon. Wm. H. Seward.

Speech of Hon. Salmon P. Chase.

Speech of Hon. Joshua R. Giddings.

Speech of Hon. Edward Everett.

Speech of Hon. Henry Wilson.

Speech of Hon. Charles Sumner.

Speech of Hon. Horace Mann.

Speech of Hon. Anson Burlingame.

Speech of Hon. Gerrit Smith.

Speech of Hon. Thomas Corwin.

Speech of Hon. Benjamin F. Wade.

Speech of Hon. Joseph Cable.

Speech of Hon. Wm. Jay.

Speech of Hon. Wm. Slade.

Speech of Hon. Wm. Sprague.

Speech of Hon. Wm. Kent.

Speech of Hon. Wm. Kent.

Speech of Hon. Wm. Kent

FOREIGN EXTRACTS.

Week's Events in Europe.

Gravesend, Monday, July 30, 1860.

Since the defeat of the 3d inst. nothing of importance has occurred at Gibraltar. The peaceful French here continue to do a busy work. The English Times will have still less cause to preach its usual sermon on Monday, as the Spanish army will then be in possession of the Alcazaba, when a salute of 21 guns will be fired from the Rock.

The Queen has returned to Windsor Castle, and the Court will remain there until the end of the month. The Prince of Wales is at present on a visit to the Duke of Newcastle, at Clumber Park, Notts.

Parliament will be prorogued by commission on Monday next, when the Royal Assent will be given to the Bills which have passed both Houses. The Session will be the longest on record, and the Ministry will have to congratulate themselves on the fact that they have carried through the House of Commons a greater number of measures than any Ministry since the Reform Bill.

The Emperor Napoleon has left Paris for Biarritz, where he will remain for a month. The Empress will join him at the end of August, when they will visit Pau, Bayonne, Bordeaux, Tours, Nantes, Rennes, Caen, Cherbourg, Havre, Rouen, Amiens, and Compiègne, returning to Paris about the 15th of September. The Emperor will be accompanied by Prince Napoleon, Count Walewski, Marshal Vaillant, and Admiral Rigault de Genouilly.

The Paris correspondent of the London Times says that the Emperor has determined to withdraw the French troops from Syria, and that the Sultan has given his consent to the measure. The Emperor has also resolved to withdraw the French troops from Rome, and to leave the Pope to the protection of his own subjects. The Pope has refused to accept the offer of the Emperor, and has declared that he will rely on the protection of the Catholic Powers.

The Paris correspondent of the London Daily News says that the Emperor has

NEW-YORK DAILY TIMES.

PUBLISHED EVERY DAY IN THE YEAR. FRIDAY, AUGUST 31.

...

...

...

ASSIGNEES.

OILS AND PAINTS.

MEDICINAL PREPARATIONS.

MAGNETIC POWDERS.

FURS.

MACHINERY.

PROPOSALS.

SCALES AND SAFES.

PUBLIC MEETINGS.

COPARTNERSHIP.

PERSONAL.

LOST AND FOUND.

MARKET REPORTS.

BUILDING MATERIALS.

HOUSES &c. WANTED

TO LET

BOUNTY LANDS.

COAL

IRON, HARDWARE &c.

BUSINESS CHANCES

MUSICAL INSTRUMENTS

EDUCATIONAL

MEDICAL

LEGAL

AUCTION

BANK NOTICES.

BANK NOTICE.—BANK DEPARTMENT.—ALBANY, March 31, 1875.
The semi-annual meeting of the stockholders of this bank will be held at its banking house, in the city of Albany, on TUESDAY, the 13th day of April next, at 12 o'clock M., for the election of thirteen trustees to serve for the ensuing year.
The transfer books will be closed from the 1st to the 13th day of April next, both days inclusive.
By order of the Board of Trustees.
D. S. ST. JOHN, Superintendent.

BANK DEPARTMENT.—STATE OF NEW-YORK.
ALBANY, April 2, 1875.
The semi-annual meeting of the stockholders of this bank for the election of thirteen trustees to serve for the ensuing year will be held at the banking house, in the city of Albany, on TUESDAY, the 13th day of April next, between the hours of 10 A. M. and 1 P. M.
The transfer books will be closed from the 1st to the 13th day of April next, both days inclusive.
By order of the Board of Trustees.
D. S. ST. JOHN, Superintendent.

BANK DEPARTMENT.—STATE OF NEW-YORK.
ALBANY, April 2, 1875.
The semi-annual meeting of the stockholders of this bank for the election of thirteen trustees to serve for the ensuing year will be held at the banking house, in the city of Albany, on TUESDAY, the 13th day of April next, between the hours of 10 A. M. and 1 P. M.
The transfer books will be closed from the 1st to the 13th day of April next, both days inclusive.
By order of the Board of Trustees.
D. S. ST. JOHN, Superintendent.

THE SEMI-ANNUAL INTEREST on the bonds of the CITY OF NEW-YORK, due on the 1st of April next, will be paid at the CITY OF NEW-YORK BANK OF SARATOGA SPRINGS, April 2, 1875.
THE INTEREST on the bonds of the Genesee Valley Canal Company, due April 1, 1875, will be paid on presentation of the coupons, at the office of the Company, No. 49 Wall-st.
By order of the Board of Directors.
WM. H. WARREN, Treasurer.

THE INTEREST on the bonds of the CITY OF BROOKLYN, due on the 1st of April next, will be paid at the CITY BANK OF BROOKLYN, corner of Fulton and Court-sts.
By order of the Commissioners of Sinking Fund.
ALFRED M. WOOD, Chamberlain.
CITY OF BROOKLYN, March 31, 1875

(Concluded from First Page.)

Q.—Stopped just one at Silver Lake! A.—I cannot answer correctly on my recollection.

Q.—You have a watch with you, I see. When you are going backward do either on time? A.—From the engine it is impossible to look out.

Q.—Supposing a train was ordered the same hour, viz: A.—A testimony to please on the high car, the Hunting jacket car, although slow.

Q.—How do you know your speed? A.—I imagine what it was.

Q.—Is it not necessary for the down train to wait for the up train, which behind time at Bordentown? A.—No, Sir.

Q.—What you were going 30 miles an hour were you passing the other train's speed or just meeting her? A.—We only passed her.

Q.—In the discretion—is there any connection in which the 9 o'clock train from Philadelphia is required to give up the road? A.—Yes, for the Paterson train.

Q.—What speed was the up train going when you saw them? A.—I don't know.

Q.—When you saw the train coming, did you say slow or a collision? A.—No, Sir.

Q.—Did they on the other train? A.—I suppose not.

Q.—Under the circumstances, was it not dangerous for you to run at such a rapid rate as you were when you ran the other train. A.—No, Sir; it was a straight track.

(By vote of the Jury, the brakesmen attached to the 9 o'clock train from New-York were released from custody, it which step had been taken since the accident.)

SUPERINTENDENT'S TESTIMONY.

Robert E. Van Rensselaer, Superintendent of the Camden and Amboy Railroad, was next sworn:

Q.—What length of time your position as Superintendent of the Camden and Amboy Railroad devolve upon you? A.—General oversight of the property and management of the road.

Q.—Is it not your duty to see to the arrangement of the time tables of the road? A.—It is my duty to see that they are properly prepared.

Q.—Have you a time-table with you? A.—I have. (Witness showed one.)

Q.—To whom is this time-table directed? A.—To conductors, engineers, switch tenders, and all persons in charge of trains.

Q.—What is the time table used? A.—It is the one in force at the time of the accident.

Q.—Is it the duty of conductors to refer to the time table? A.—Yes, Sir